

ANNUAL REPORT
OF
THE COMMISSIONERS
OF THE
MASSACHUSETTS NAUTICAL
TRAINING SCHOOL.

JANUARY 1, 1896.

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Commonwealth of Massachusetts.

MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts, in General Court assembled.

The Commissioners of the Massachusetts Nautical Training School have the honor to submit their report of the operations of the school for the year 1895.

WINTER TERM.

In accordance with a previous arrangement made with the Navy Department, the training ship "Enterprise" was docked at the Charlestown Navy Yard Oct. 12, 1894, where she remained until May 11, 1895. During October she was stripped of her top hamper, and the spar deck was housed over and fitted up with steam-heating pipes, thus giving excellent accommodations for study and recitation rooms. By the courtesy of Commodore Jos. N. Miller, U. S. Navy, Commandant of the Navy Yard, the use of suitable rooms on shore was granted for the classes in marine and mechanical drawing, and other facilities were extended to the school.

During the winter there was an average of eighty-four cadets on the roster of the school, receiving regular instruction. Cadets whose conduct had been satisfactory during the week were permitted to visit their parents, if they desired, from Saturday afternoon until Monday morning of each week, and the customary brief vacations were given at Thanksgiving and Christmas.

The practical work in seamanship and marine engineering was also continued during the winter months. The ship's sails, running and standing rigging, blocks, boats, etc., were thoroughly overhauled and put in good condition by the

cadets, and as the spring opened the ship was rigged and prepared for sea.

April 13, 1895, the first class of twenty cadets graduated, eight in seamanship and twelve in marine engineering, His Excellency the Governor honoring the occasion by his presence, and presenting the diplomas to the graduating class, with flattering remarks upon the efficiency of the institution.

After the usual vacation of two weeks, the "Enterprise" was hauled out from the Navy Yard May 11, 1895, and sailed on a short cruise to Marblehead, returning in time for the State inspection, made by His Excellency Gov. Frederic T. Greenhalge, His Honor Lieut.-Gov. Roger Wolcott, and six members of the Honorable Executive Council, accompanied by the Board of Commissioners. The ship steamed down the harbor and bay, and during the day the cadets were exercised in making and taking in sail, reefing and furling, and tacking ship, under direction of the cadet officers. While under steam the engines were handled entirely by the cadets of the engineering corps.

SUMMER CRUISE.

May 19, 1895, the "Enterprise," with eighty-three cadets on board, sailed on her summer cruise. The first port touched at was Punta Delgada on the island of San Miguel, of the Azores group, which she reached in sixteen days. Thereafter the ship visited the ports of Malaga, Spain; Gibraltar, Tangier, Funchal, Madeira; Santa Cruz, Tenerife; and Las Palmas, Grand Canary Island; sailing from the latter port for home July 27, and arriving at New London, Conn., Aug. 27, 1895.

Commander John F. Merry, U. S. Navy, says, in his report to the commissioners: "The cruise was a very successful one, and the cadets seemed to profit more by it than by any of the preceding summer cruises. The fine weather always encountered in the north-east trade winds affords the best opportunity for the study of navigation and nautical astronomy, and the cadets profited so much by their instruction that the first class became very proficient, being able to find the ship's position by almost all known methods by the sun, moon and stars. This superior opportunity gives the students of this school unusual advantages over most young

men who start out in life with a view of following the sea. While not under steam the engineer cadets, with the exception of one section, were kept on deck ; but, when steam was raised, all the engineer cadets were stationed by watches in the engine and fire rooms, and instructed in the different duties. Almost daily sail and spar drills were maintained, all the first class in turn taking charge of the deck, and performing the evolutions."

FALL INSPECTION.

Sept. 16, 1895, the commissioners made their official inspection of the school while the "Enterprise" was at Marblehead. The ship was got under way and the cadets were exercised in various branches of seamanship and engineering. The ship was carefully inspected in every department, and the showing was very satisfactory to the Board.

Oct. 4, 1895, by permission of the Navy Department, the "Enterprise" was moored at the Navy Yard, and on October 10 a second class of eighteen graduates received diplomas, eleven in seamanship and seven in engineering, the latter being all engaged at once by the American line of steamers.

As an evidence that there is an existing demand for the graduates of this school, it is a notable fact that forty-three cadets have already obtained positions in sailing vessels and steamers. As testimony to the appreciation of their qualification, the marine superintendent of the American line of steamers writes, "The boys from the United States steamer 'Enterprise' are the best material that comes to me." Several of the cadets have already obtained positions as mates, quartermasters and as fifth engineers on other large steamers of the Mallory and Plant lines.

Mr. L. G. Burnham of Boston, owner of a number of steamers in the coastwise trade, who has found places for several cadets in these vessels, says :—

"I believe the system of your school in educating cadet engineers furnishes the engineer's department in the merchants' service with a better grade of men than those who have graduated from the fire room of tow boats, which has been the source of supply for some time in this port."

STATISTICS.

The statistics of the school for the past year are as follows : —

Admissions during 1895.

Total number cadets in school Jan. 1, 1895,	85
applications received 1895,	98
failing to appear for examination,	8
applicants examined,	90
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passed examinations,	76
failed to pass (mentally and physically),	8
failed to pass the mental examination,	4
failed to pass physical examination,	2
unable to qualify after passing examination,	6
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admitted during 1895,	70
readmitted during 1895,	1
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total admitted to the school, on examination, and readmitted, 1895,	71
Total number cadets connected with school, 1895,	<hr/> 156

Withdrawals during 1895.

Total number graduated,	38
withdrawn,	11
honorably discharged,	1
dismissed,	4
dropped from roll without a discharge,	1
deserted,	1
	<hr/>
Total withdrawals,	18
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Total number cadets in the school, Jan. 1, 1896,	56
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Total number cadets in the school, Jan. 1, 1896,	100

The one hundred cadets now in the school are progressing steadily and satisfactorily in the knowledge of their adopted profession, while the discipline and *morale* of the corps are all that could be desired.

PERSONNEL.

June 1, 1895, Mr. William H. Lincoln, chairman of the Board, who had been a commissioner of the school since it commenced operations, resigned, from the pressure of business interests. June 13, 1895, Robert B. Dixon, M.D., of Boston, was appointed by the governor in his place, and in the reorganization of the Board Rear-Admiral Geo. E. Belknap, U. S. N., was chosen chairman of the commission.

July 1, 1895, Prof. Albert Bushnell Hart, Ph.D., of Cambridge, was appointed a commissioner *vice* John C. Ross, commission expired.

Changes in the officers and instructors of the school during the year have been as follows : —

Jan. 17, 1895, Ensign W. G. Miller, U. S. N., was detached from the school; and on April 26, 1895, Ensign Wm. D. MacDougall, U. S. N., reported for duty in his place.

March 26, 1895, Lieut. Charles A. Foster, U. S. N., executive officer, retired from the school, from ill health, and he was shortly after placed on the retired list of the United States Navy; and on May 1, 1895, Lieut. A. P. Nazro, U. S. Navy, reported as executive officer.

On May 11, 1895, P. A. Surgeon John W. Baker, U. S. Navy, was detached from the "Enterprise;" and on May 19, 1895, P. A. Surgeon Frederick W. Olcott, U. S. Navy, reported for duty in his place.

Nov. 16, 1895, P. A. Engineer Geo. A. Salisbury, U. S. Navy, was detached from the "Enterprise," his three years' tour of duty having expired.

Nov. 30, 1895, the three years' tour of duty of Commander John F. Merry, U. S. Navy, superintendent of the school, expired; and he was relieved by Lieut.-Com. Joseph G. Eaton, U. S. Navy, who was ordered by the Navy Department to report to the commission for command of the United States steamer "Enterprise." Commander Merry has been with the school from its inception, and the commissioners believe that a very large share of its success is due to his untiring energy and conscientious attention to the many details of his responsible position. In parting with the superintendent the commission tendered to Commander Merry a letter expressing their high appreciation of his excellent service during the past three years.

ADMINISTRATION.

The experience of the Board has led to some changes in the administrative system, looking to greater economy and efficiency. All purchases are now made on requisitions approved by the Board, bids are invited for all important sup-

plies, and prices obtained before ordering smaller supplies. The fund arising from the clothing deposit is held by the superintendent subject to the control of the Board. New blanks have been prepared for applicants for admittance to the school, and they are required to give the names of persons to whom the secretary may direct letters of inquiry.

The Board has begun the purchase of a modest library for the use of the cadets, and has added to the curriculum two hours a week during the winter term on English authors and English composition. It has been the effort of the Board to encourage and sustain the desire of the officers and instructors to make the education furnished by the school thorough and practical.

In order to get the benefit of the experience of other schools of the same kind, the commission delegated one of their number to visit and report on the Nautical Training Schoolship "St. Mary's," supported by the city of New York, and the "Saratoga," supported jointly by the city of Philadelphia and the Commonwealth of Pennsylvania. The result was to satisfy the commission that the Massachusetts school is able to draw upon a better class of boys, boys better grounded in a common school education; that the "Enterprise" is not inferior to her sister ships in affording advantages for instruction in seamanship, while offering a double opportunity through the use of steam power; that the instruction in the winter months is much more searching and efficient than on either of the other ships; and that we are able to retain the boys for longer and more vigorous service before they leave the school. Suggestions as to improvements in details based on the practice of the other ships have been duly considered.

APPROPRIATIONS.

The commissioners believe their experience thus far warrants them in the assertion that a nautical school is as important in its way as any other State educational institution, and as fully deserving support and generous encouragement.

For the year 1894 the Legislature appropriated \$50,000, and a deficiency appropriation of \$3,904.33 was afterward

found necessary. The expenditure for the service of 1894 was, therefore, nearly \$54,000.

During the year 1895 the commissioners have made a persistent effort to keep the expenditures down, and have brought the total sum expended within \$45,500. They are thus able to return to the treasury an unexpended balance of \$4,600.88, but orders have been placed to the amount of about \$700.00 for this year's service, for which bills cannot be obtained in time for this report. There is no reason to expect that the expenditures of 1896 will be larger than those of the past year; but, to cover the contingencies of accident or unforeseen expenditures, the commissioners consider an appropriation of \$50,000—the same as for the current year—the smallest sum which can safely be asked for. The usual moderate appropriation of \$4,500 for office expenses will also be necessary.

The appropriations for the school for 1895, which are accounted for as follows, were :—

APPROPRIATIONS FOR 1895.

Current Expenses.

Appropriation,	\$50,000 00
Expended,	\$45,399 12
Balance,	4,600 88
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	\$50,000 00

Office Expenses.

Appropriation,	\$4,500 00
Expended,	\$4,156 22
Balance,	343 78
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	\$4,500 00

Respectfully submitted,

Rear Admiral GEO. E. BELKNAP, U.S.N.,
Chairman.

ROBERT B. DIXON, M.D.,

ALBERT BUSHNELL HART, PH.D.,

Board of Commissioners.

LEGAL AUTHORITY FOR THE SCHOOL.

AUTHORITY OF THE UNITED STATES.

[CHAPTER 339, JUNE 20, 1874.]

AN ACT to encourage the Establishment of Public Marine Schools.

That the secretary of the navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the governor of the State, a suitable vessel of the navy, with all her apparel, charts, books and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any nautical school or college having a branch established at each or any of the ports of New York, Boston, Philadelphia, Baltimore, Norfolk, San Francisco, Washington, Charleston, Savannah, Mobile, New Orleans, Baton Rouge, Galveston, and in Narragansett Bay (Acts, 1881), upon the condition that there shall be maintained at such port a school, or branch of a school, for the instruction of youths in navigation, seamanship, marine enginery and all matters pertaining to the proper construction, equipment and sailing of vessels, or any particular branch thereof.

And the president of the United States is hereby authorized, when in his opinion the same can be done without detriment to the public service, to detail proper officers of the navy as superintendents of or instructors in such schools: *provided*, that if any such school shall be discontinued, or the good of the naval service shall require it, such vessel shall be immediately restored to the secretary of the navy, and the officers so detailed recalled; and *provided*, *further*, that no person shall be sentenced to or received at such schools as a punishment, or commutation of punishment, for crime.

AUTHORITY OF THE STATE OF MASSACHUSETTS.

[CHAPTER 402.]

AN ACT to establish a Nautical Training School.

Be it enacted, etc., as follows:

SECTION 1. The governor with the advice and consent of the council shall appoint, as soon as practicable after the passage of this act, three citizens of this Commonwealth, who shall constitute a board of commissioners of the Massachusetts nautical training school, and who shall hold office for terms of one, two and three

years respectively, from the first day of July in the year eighteen hundred and ninety-one, and until their successors are appointed and qualified; and before the first day in July in each year thereafter one commissioner shall be appointed in like manner, to hold office for the term of three years. Vacancies may be filled for the residue of a term by appointment, and a commissioner may be removed at any time for cause, to be stated in the order of removal. All appointments and removals shall be made by the governor with the advice and consent of the council.

SECT. 2. Said commissioners shall serve without compensation, but they shall be reimbursed from the treasury of the Commonwealth for all expenses actually incurred by them in the performance of their official duties.

SECT. 3. Said commissioners shall provide and maintain a nautical training school for the instruction and training of pupils in the science and practice of navigation; shall furnish accommodations for the school on board a proper vessel; shall from time to time purchase and provide such books, stationery, apparatus and supplies as are needed in the work of the school; shall appoint and remove instructors and other necessary employees, and determine their compensation; shall fix the terms and conditions upon which pupils shall be received and instructed in the school, and discharged or dismissed therefrom; and shall establish all rules and regulations necessary for the management of the school. For the purpose of giving the pupils of the school a practical knowledge of navigation and the duties of mariners, said commissioners shall from time to time provide for the making of cruises in or from the harbor of Boston.

SECT. 4. Said commissioners are authorized to receive from the United States government, and to use for the accommodation of the school, such vessel or vessels as the secretary of the navy may detail for that purpose.

SECT. 5. In order to properly maintain the said nautical training school, the commissioners may expend a sum not exceeding fifty thousand dollars, which shall be paid from the treasury of the Commonwealth on properly approved vouchers, which shall be approved by the governor and council and presented to the auditor of the Commonwealth for allowance in the same manner as other claims against the Commonwealth: *provided, however*, that no expenditure shall be made or allowed until a vessel suitable for the proposed nautical training school shall have been furnished by the United States government and turned over to the Commonwealth, and the same approved of and accepted by the governor and council.

SECT. 6. Said commissioners shall annually in the month of January make a report to the legislature, presenting a detailed statement of all moneys appropriated and expended for the purposes of the nautical training school during the year preceding; also stating the results of the work during such year, and making such recommendations as seem to them proper.

SECT. 7. This act shall take effect upon its passage.

[*Approved June 11, 1891.*]

Vote of Executive Council upon acceptance by the State of Massachusetts : —

COMMONWEALTH OF MASSACHUSETTS,
COUNCIL CHAMBER, BOSTON, Nov. 9, 1892.

The committee on Military Affairs, to whom was referred the matter of the approval of the United States ship Enterprise for the purpose of a nautical training school, submit the following report.

E. V. MITCHELL, *for the Committee.*

Chapter 402 of the Acts of the year 1891 provides for the establishment of a nautical training school in this Commonwealth, and section 2 of said act authorizes an expenditure of fifty thousand dollars to properly maintain the proposed school, and also provides for the furnishing by the United States government of a suitable vessel for such school which shall be turned over to the Commonwealth and accepted by the Governor and Council; and whereas, the United States having furnished a suitable vessel and the same having been examined by the Executive Council, it is hereby *Ordered*, That the United States ship Enterprise be approved and accepted for the proposed nautical training school.

Approved in council, Nov. 9, 1892.

E. F. HAMLIN, *Executive Clerk.*

A true copy.

Attest: E. F. HAMLIN, *Executive Clerk.*

MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

Establishment.

Under the authority of the above acts, the Secretary of the Navy on Oct. 28, 1892, turned over to the authorities of the State of Massachusetts the United States steam sloop of war Enterprise, as a vessel suitable for the purpose.